



Statistics 2005

International Union of combined Road-Rail transport companies

UIRR



GLOSSARY

Intermodal Transport

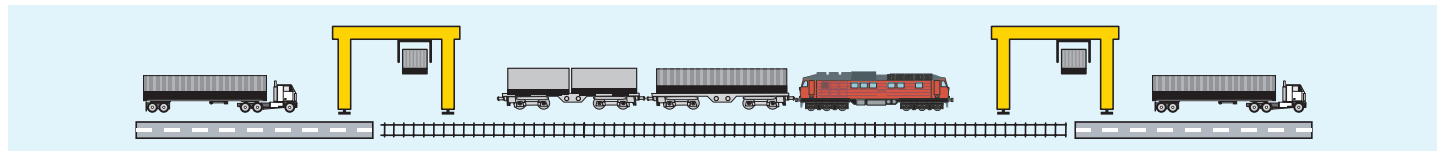
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

Combined Transport road-rail

Intermodal transport where the major part of the journey is by rail and any initial and/or final legs carried out by road.

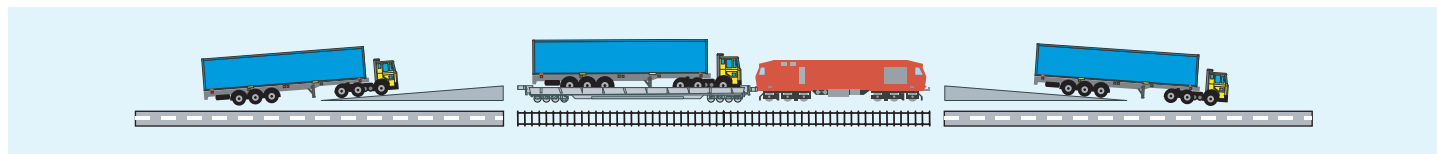
Unaccompanied CT

Transport of a road vehicle, container, swap body or trailer, not accompanied by the driver.



Accompanied transport (Rolling Motorway)

Transport of a complete road vehicle on train, accompanied by the driver.



GENERAL CONSIDERATIONS

A UIRR consignment corresponds to the transport capacity of one lorry on the road (equivalent to 2.3 TEU), meaning:

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16t;
- one swap body more than 8.30 m and over 16t;
- one vehicle on the Rolling Motorway.

The UIRR statistics include only the rail part of the Combined Transport Road-Rail (terminal to terminal).

SYMBOLS AND UNITS

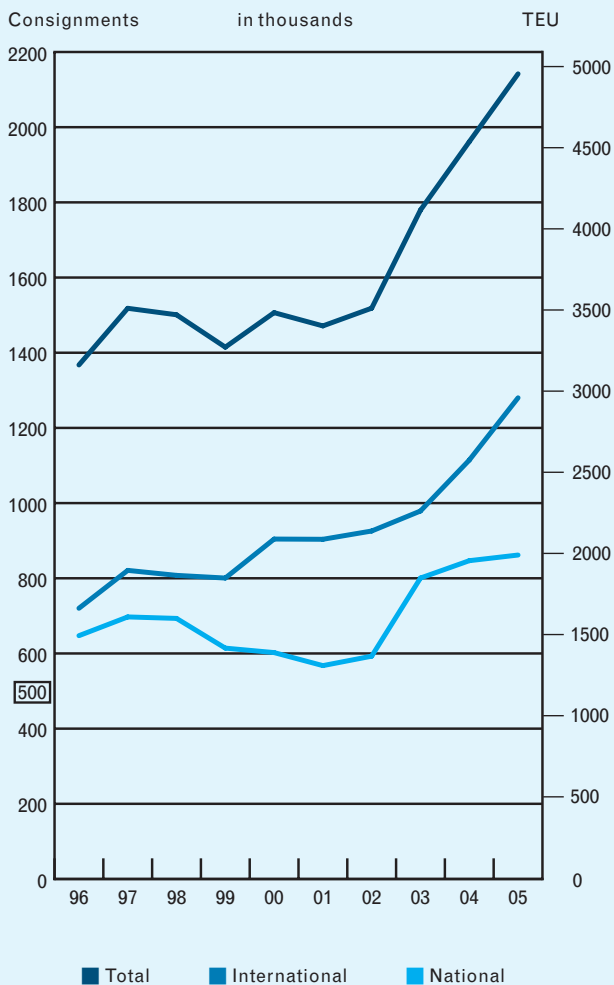
TEU	Twenty-foot Equivalent Unit
t	Tonnes
tkm	Tonne-kilometre
Consignments	C
ST	Semi-trailers
SB	Swap-bodies
CT	Container
RoMo	Rolling Motorway



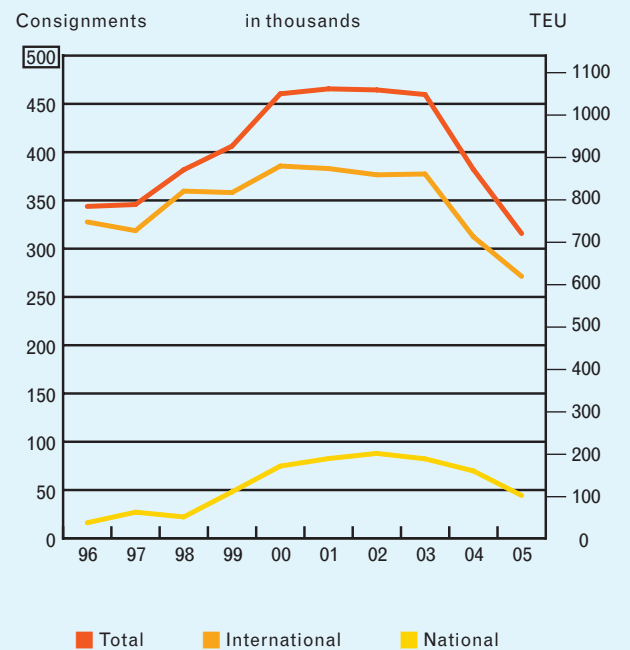
	International			National			Total		
	2004	2005	% 05-04	2004	2005	% 05-04	2004	2005	% 05-04
Unaccompanied	1 114 364	1 280 069	+15%	846 775	861 830	+2%	1 961 139	2 141 899	+9%
Accompanied	312 329	271 311	-13%	69 786	44 369	-36%	382 115	315 680	-17%
Total CONSIGNMENTS	1 426 693	1 551 380	+9%	916 561	906 199	-1%	2 343 254	2 457 579	+5%
Total TEU	3 281 394	3 568 174	+9%	2 108 090	2 084 257	-1%	5 389 484	5 652 431	+5%

Market evolution 1996-2005 (in consignments/TEU)

*Unaccompanied Transport 1996-2005
(Swap bodies, Containers, Semi-trailers)*



*Accompanied Transport 1996-2005
(Rolling Motorway)*



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¹ The data of the new member Intercontainer Austria are included in these statistics since 2005.

Proportion of CT techniques per UIRR member

INTERNATIONAL TRAFFIC

Techniques	Adria-Kombi	Alpe Adria	Bohemiakombi	Cemat	Combiberia
Semi-trailers				40 336 17%	636 3%
Swap bodies and containers	14 047 34%	8 747 39%	1 424 100%	196 488 83%	23 770 97%
Rolling Motorway	27 084 66%	13 423 61%			
SUM in consignments	41 131 100%	22 170 100%	1 424 100%	236 824 100%	24 406 100%

Techniques	Conliner	Crokombi	Hungarokombi	Hupac	Hupac NV
Semi-trailers				24 571 8%	3 173 6%
Swap bodies and containers	45 337 100%	1 796 100%	10 345 28%	255 285 88%	53 912 94%
Rolling Motorway			26 731 72%	11 301 4%	
SUM in consignments	45 337 100%	1 796 100%	37 076 100%	291 157 100%	57 085 100%

Techniques	ICA	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans
Semi-trailers		886 12%	56 965 16%		2 034 5%
Swap bodies and containers	96 585 78%	6 319 88%	294 406 84%	12 804 100%	39 956 95%
Rolling Motorway	27 168 22%				
SUM in consignments	123 753 100%	7 205 100%	351 371 100%	12 804 100%	41 990 100%

Techniques	Ökombi	Ralpin	Rocombi	TRW
Semi-trailers	36 0%			3 815 4%
Swap bodies and containers	4 285 5%		38 100%	82 074 95%
Rolling Motorway	86 356 95%	79 248 100%		
SUM in consignments	90 677 100%	79 248 100%	38 100%	85 889 100%

Techniques	Total UIRR
Semi-trailers	132 452 9%
Swap bodies and containers	1 147 617 74%
Rolling Motorway	271 311 17%
SUM in consignments	1 551 380 100%
SUM TEU	3 568 174 100%

Proportion of CT techniques per UIRR member

NATIONAL TRAFFIC

Techniques	Adria-Kombi	Alpe Adria	Cemat	Hupac	ICA
Semi-trailers			1 540 1%	8 605 26%	
Swap bodies and containers	12 401 100%	20 324 100%	185 585 99%	12 805 38%	105 437 100%
Rolling Motorway				12 200 36%	
SUM in consignments	12 401 100%	20 324 100%	187 125 100%	33 610 100%	105 437 100%

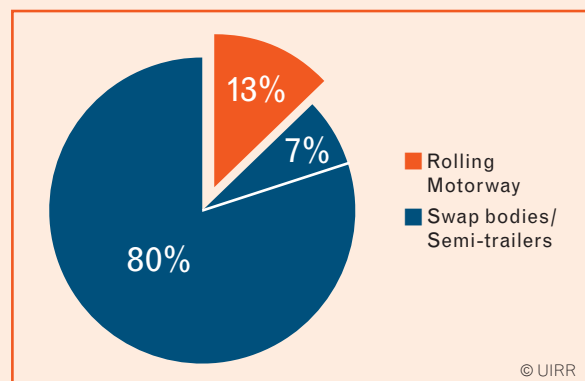
Techniques	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers		18 385 8%		3 176 2%	85 0%
Swap bodies and containers	1 408 100%	206 604 92%	111 592 100%	142 733 98%	14 538 31%
Rolling Motorway					32 169 69%
SUM in consignments	1 408 100%	224 989 100%	111 592 100%	145 909 100%	46 792 100%

Techniques	Rocombi	TRW
Semi-trailers		26 1%
Swap bodies and containers	11 496 100%	5 091 99%
Rolling Motorway		
SUM in consignments	11 496 100%	5 117 100%

Techniques	Total UIRR
Semi-trailers	31 817 4%
Swap bodies and containers	830 013 92%
Rolling Motorway	44 369 5%
SUM in consignments	906 199 100%
SUM TEU	2 084 257 100%

INTERNATIONAL + NATIONAL TRAFFIC

Techniques	Total UIRR
Semi-trailers	164 269 7%
Swap bodies and containers	1 977 630 80%
Rolling Motorway	315 680 13%
SUM in consignments	2 457 579 100%
SUM TEU	5 652 431 100%



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International traffic per member company¹ 2001-2005

Company	Number of consignments					
	2001	2002	2003	2004	2005	% 05-04
UNACCOMPANIED TRAFFIC						
Adria Kombi	6 851	9 137	8 917	14 363	14 047	-2%
Alpe Adria				21 548	8 747	-59%
Bohemiakombi	6 328	1 749	1 337	1 080	1 424	32%
BTZ	18 088	12 546				
Cemat	156 420	163 428	206 459	216 765	236 824	9%
Combiberia	11 669	12 779	13 714	16 851	24 406	45%
Conliner				56 028	45 337	-19%
Crokombi	1 844	1 376	2 005	3 520	1 796	-49%
C.T.L.	14 073	5 482				
Hungarokombi	11 119	11 589	10 813	10 677	10 345	-3%
Hupac	197 431	201 450	204 953	234 478	279 856	19%
Hupac NV	31 760	34 115	36 926	47 899	57 085	19%
ICA					96 585	-
Kombi Dan	6 212	6 479	5 543	5 568	7 205	29%
Kombiverkehr	259 309	284 977	313 888	330 802	351 371	6%
Naviland Cargo ²			29 502	27 832	12 804	-54%
Novatrans ³	72 765	74 659	44 210	41 733	41 990	1%
Ökombi	36 208	37 141	37 935	25 461	4 321	-83%
Polkombi	4 570	372				
Rocombi	217	102	4	0	38	-
Swe-Kombi	8 065	3 759				
T.R.W.	60 780	64 601	62 711	59 762	85 889	44%
SUM	903 709	925 741	978 915	1 114 364	1 280 069	15%

ACCOMPANIED TRAFFIC						
Adria Kombi	13 937	22 774	25 430	25 882	27 084	5%
Alpe Adria					13 423	-
Bohemiakombi	41 163	34 059	45 093	13 333	0	-100%
Cemat	3 034	13 062	12 918	10 726	0	-100%
Hungarokombi	55 477	54 517	51 973	39 891	26 731	-33%
Hupac ⁴	26 086	14 982	12 266	14 214	11 301	-20%
ICA					27 168	-
Kombiverkehr	113 484	93 145	98 108	41 488	0	-100%
Ökombi	129 783	143 973	131 560	102 080	86 356	-15%
Polkombi	0	0				
Ralpin ⁴				64 715	79 248	22%
SUM	382 964	376 512	377 348	312 329	271 311	-13%

International traffic per member company¹ 2001-2005

Company	Number of consignments					
	2001	2002	2003	2004	2005	% 05-04
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	20 788	31 911	34 347	40 245	41 131	2%
Alpe Adria				21 548	22 170	3%
Bohemiakombi	47 491	35 808	46 430	14 413	1 424	-90%
BTZ	18 088	12 546				
Cemat	159 454	176 490	219 377	227 491	236 824	4%
Combiberia	11 669	12 779	13 714	16 851	24 406	45%
Conliner				56 028	45 337	-19%
Crokombi	1 844	1 376	2 005	3 520	1 796	-49%
C.T.L.	14 073	5 482				
Hungarokombi	66 596	66 106	62 786	50 568	37 076	-27%
Hupac ⁴	223 517	216 432	217 219	248 692	291 157	17%
Hupac NV	31 760	34 115	36 926	47 899	57 085	19%
ICA					123 753	-
Kombi Dan	6 212	6 479	5 543	5 568	7 205	29%
Kombiverkehr	372 793	378 122	411 996	372 290	351 371	-6%
Naviland Cargo ²			29 502	27 832	12 804	-54%
Novatrans ³	72 765	74 659	44 210	41 733	41 990	1%
Ökombi	165 991	181 114	169 495	127 541	90 677	-29%
Polkombi	4 570	372				
Ralpin ⁴				64 715	79 248	22%
Rocombi	217	102	4	0	38	-
Swe-Kombi	8 065	3 759				
T.R.W.	60 780	64 601	62 711	59 762	85 889	44%
SUM	1 286 673	1 302 253	1 356 263	1 426 693	1 551 380	9%

¹ In these statistics, the traffic is allocated to the UIRR company which manages, owns or subcontracts the terminal.

² The calculation of the number of the Naviland Cargo (former CNC) consignments has been modified in 2004. The figures published in 2003 have thus been adapted on the basis of 2004. The data for 2005 have been estimated based on the same rules as 2004.

³ In 2003 Novatrans has shifted traffic from its own terminals in Italy to those of Cemat, which reduces the figures for Novatrans and increases the one for Cemat.

⁴ From 2001, the figures do not include the RoMo traffic of the company Ralpin AG, which became an active member of the UIRR in 2004.

National traffic per member company¹ 2001-2005

Company	Country	Number of consignments					
		2001	2002	2003	2004	2005	% 05-04

UNACCOMPANIED TRAFFIC

Adria Kombi	SLO	4 571	6 540	7 914	11 927	12 401	4%
Alpe Adria	I				21 743	20 324	-7%
Cemat	I	162 441	161 506	171 507	176 828	187 125	6%
Hupac	CH, D, I	3 487	6 814	8 464	11 589	21 410	85%
ICA	A					105 437	-
Kombi Dan	DK	1 648	2 416	2 216	1 900	1 408	-26%
Kombiverkehr ²	D	161 157	155 165	171 096	205 397	224 989	10%
Naviland Cargo ³	F			199 582	177 130	111 592	-37%
Novatrans	F, I	166 285	169 013	152 090	152 891	145 909	-5%
Ökombi	A	60 438	78 083	72 301	70 339	14 623	-79%
Polkombi	PL	993	341				
Rocombi	RO	1 620	9 900	11 164	12 025	11 496	-4%
Swe-Kombi	S	3 655					
T.R.W.	B	1 347	2 953	4 278	5 007	5 117	2%
SUM		567 642	592 731	800 612	846 775	861 830	2%

ACCOMPANIED TRAFFIC

Hupac	CH	10 951	10 852	8 629	10 939	12 200	12%
Ökombi	A	71 638	77 070	73 679	58 847	32 169	-45%
SUM		82 589	87 922	82 308	69 786	44 369	-36%

National traffic per member company¹ 2001-2005

Company	Country	Number of consignments					
		2001	2002	2003	2004	2005	% 05-04
UNACCOMPANIED + ACCOMPANIED							
Adria Kombi	SLO	4 571	6 540	7 914	11 927	12 401	4%
Alpe Adria	I				21 743	20 324	-7%
Cemat	I	162 441	161 506	171 507	176 828	187 125	6%
Hupac	CH, D, I	14 438	17 666	17 093	22 528	33 610	49%
ICA	A					105 437	-
Kombi Dan	DK	1 648	2 416	2 216	1 900	1 408	-26%
Kombiverkehr ²	D	161 157	155 165	171 096	205 397	224 989	10%
Naviland Cargo ³	F			199 582	177 130	111 592	-37%
Novatrans	F, I	166 285	169 013	152 090	152 891	145 909	-5%
Ökombi	A	132 076	155 153	145 980	129 186	46 792	-64%
Polkombi	PL	993	341				
Rocombi	RO	1 620	9 900	11 164	12 025	11 496	-4%
Swe-Kombi	S	3 655					
T.R.W.	B	1 347	2 953	4 278	5 007	5 117	2%
SUM		650 231	680 653	882 920	916 561	906 199	-1%

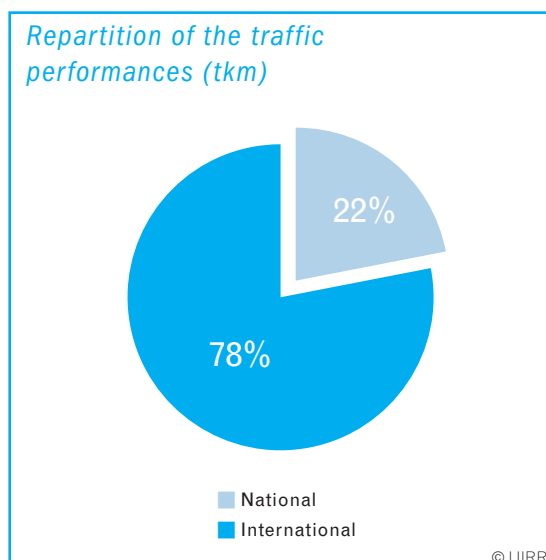
¹ These figures include gateway traffic (international consignments, which are after an international journey transshipped to a national rail connection)

² Kombiverkehr without traffic of Basel (carried out by Railion, but cross-bordering)

³ The data for 2005 have been estimated based on the same rules as 2004.

Traffic volume and performances 2005

Company	Country	National		International	
		Gross tons	Tonne-kilometres	Gross tons	Tonne-kilometres
		t	1000 tkm	t	1000 tkm
Adria-Kombi, Ljubljana	SLO	148 812	22 619	923 460	369 445
Alpe Adria, Trieste	I	317 774	110 110	560 108	203 215
Bohemiakombi, Prague	CZ			19 105	14 274
Cemat, Milano	I	3 918 973	3 133 400	5 197 602	4 717 961
Combiberia, Madrid	E			406 612	534 461
Conliner	D			787 902	536 878
Crokombi, Zagreb	HR			8 381	3 513
Hungarokombi, Budapest	H			944 249	664 428
Hupac, Chiasso	CH	442 926	172 163	6 100 641	4 552 575
Hupac, Rotterdam	NL			1 322 209	1 308 913
ICA, Wien	A	1 117 274	100 555	2 592 917	1 874 005
Kombi Dan, Padborg	DK	26 071	7 189	173 131	185 745
Kombiverkehr, Frankfurt	D	4 741 197	2 412 875	9 132 844	8 377 331
Naviland Cargo, Vincennes ¹	F	2 693 545		358 315	377 772
Novatrans, Paris	F	2 458 946	1 811 621	1 046 358	1 000 143
Ökombi, Wien	A	1 389 332	225 315	2 856 818	1 182 625
Ralpin, Bern	CH			2 653 959	1 149 164
Rocombi, Bukaresti	RO	183 936	82 771	1 101	1 207
T.R.W., Bruxelles	B	28 601	7 155	2 196 123	1 817 562
TOTAL		17 467 387	8 085 773	37 281 834	28 871 219



¹ The data for 2005 have been estimated based on the same rules as 2004.

International relations 2005 (terminal to terminal)

Relations from Country		Consign- ments C	Consignments- km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
to Country	ST							SB/CT < 8,30m	SB/CT > 8,30m	RoMo	
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
A	B	368	421 558	1 146	18	6 628	7 594		3%	97%	
B	A	14 121	16 046 774	1 136	12	164 170	186 621		3%	97%	
A	CH	693	502 804	726	16	10 825	4 416		75%	25%	
CH	A	603	434 376	720	25	14 811	10 713		89%	11%	
A	CZ	113	56 142	499	18	1 979	989		50%	50%	
CZ	A	1 257	581 115	462	5	6 667	2 841		60%	40%	
A	D	60 478	59 890 111	990	19	1 130 037	1 115 384		22%	77%	1%
D	A	45 534	43 666 872	959	21	965 792	920 219		44%	55%	
A	H	27 142	17 108 560	630	29	794 987	504 427		2%	2%	96%
H	A	28 880	17 914 838	620	26	740 002	475 427		8%	6%	86%
A	I	57 229	15 020 262	262	34	1 921 940	506 182		6%	6%	88%
I	A	20 028	6 952 118	347	26	530 512	189 771		24%	9%	67%
A	NL	1 549	1 614 028	1 042	15	23 799	25 406		52%	48%	
NL	A	1 282	1 333 160	1 040	20	25 404	26 587		42%	58%	
A	PL	202	113 120	560	7	1 500	840		50%	50%	
PL	A	495	247 500	500	19	9 244	4 622		50%	50%	
A	RO	11 549	8 374 369	725	28	322 913	234 143				100%
A	SLO	27 733	9 665 980	349	29	812 189	283 037		7%	4%	89%
SLO	A	31 088	10 026 280	323	25	785 292	252 635		15%	4%	81%
A	SK	256	174 080	680	5	1 200	816		50%	50%	
SK	A	259	176 120	680	6	1 603	1 090		50%	50%	
B	CH	17 891	11 232 757	628	22	392 271	246 285		56%	44%	
CH	B	19 509	12 236 816	627	15	300 577	188 534		52%	48%	
B	CZ	4	4 519	1 291	15	53	68		100%		
CZ	B	16	20 672	1 292	18	283	366		100%		
B	D	6 873	4 382 642	638	22	150 170	96 616		50%	50%	
D	B	6 813	4 302 756	632	21	142 610	90 027		56%	44%	
B	E	10 671	7 756 810	727	26	277 263	201 544		5%	95%	
E	B	8 676	9 682 468	1 116	17	144 376	161 124		29%	71%	
B	F	9 911	10 573 580	1 067	28	277 161	294 240		12%	88%	
F	B	7 795	8 274 545	1 062	26	202 140	205 921		22%	78%	
B	GR	24	7 378	307	26	618	190			100%	
B	H	1	1 362	1 362	24	24	32			100%	
H	B	18	25 218	1 401	11	198	277			100%	
B	I	84 759	79 241 025	935	27	2 278 497	2 130 992	5%	17%	78%	
I	B	82 344	85 070 900	1 033	20	1 663 804	1 707 551	6%	22%	72%	

International relations 2005

(terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
B	LU	4 988	1 704 613	342	15	77 075	26 342		3%	97%	
LU	B	4 140	1 554 355	375	16	67 500	25 343		15%	85%	
B	PL	1 312	1 640 488	1 250	29	37 410	46 777		51%	49%	
PL	B	941	1 173 406	1 247	5	4 711	5 874		63%	37%	
B	SLO	37	47 777	1 291	29	1 071	1 383		100%		
SLO	B	51	61 200	1 200	4	204	245		100%		
BiH	SLO	20	14 000	700	2	40	28		100%		
SLO	BiH	32	22 400	700	16	512	358		100%		
CH	D	37 206	26 624 900	716	19	697 147	515 509	19%	63%	15%	3%
D	CH	39 536	28 149 778	712	25	989 169	696 755	17%	66%	13%	4%
CH	DK	120	160 920	1 341	33	3 909	5 242	88%	12%		
DK	CH	61	71 112	1 166	19	1 180	1 372	3%	97%		
CH	E	3	4 100	1 367	25	76	103		100%		
CH	I	11 940	3 875 360	325	26	315 722	102 474	1%	78%	21%	
I	CH	11 549	3 991 023	346	19	221 625	76 588	1%	72%	27%	
CH	N	249	323 796	1 303	26	6 383	8 317	80%	20%		
N	CH	237	308 160	1 303	23	5 452	7 104	69%	27%	4%	
CH	S	654	825 877	1 264	24	15 844	20 024	88%	12%		
S	CH	548	787 395	1 438	27	14 674	21 103	52%	48%		
CZ	D	749	512 316	684	12	8 913	6 097		84%	16%	
D	CZ	894	520 331	582	24	21 647	12 599		77%	23%	
CZ	I	136	159 528	1 173	13	1 795	2 106		84%	16%	
I	CZ	169	166 998	991	27	4 498	4 543		67%	33%	
CZ	PL	152	141 056	928	21	3 238	3 004		84%	16%	
CZ	SLO	119	98 770	830	19	2 225	1 847		89%	11%	
D	DK	3 069	2 513 338	819	21	65 521	53 658		60%	40%	
DK	D	2 954	1 571 969	532	25	73 285	38 999	1%	66%	33%	
D	E	19 227	27 478 564	1 429	26	496 399	709 455	3%	59%	38%	
E	D	15 730	22 394 320	1 424	17	262 236	373 337	4%	54%	42%	
D	F	5 348	5 753 347	1 076	24	130 609	140 521	11%	78%	11%	
F	D	4 568	4 895 799	1 072	19	86 761	92 997	11%	88%	1%	
D	FIN	62	61 500	1 000	26	1 627	1 627	13%	66%	21%	
FIN	D	19	19 000	1 000	8	160	160		100%		
D	GR	395	587 552	1 487	24	9 645	14 347		70%	30%	
GR	D	113	114 831	1 016	8	866	880		98%	2%	

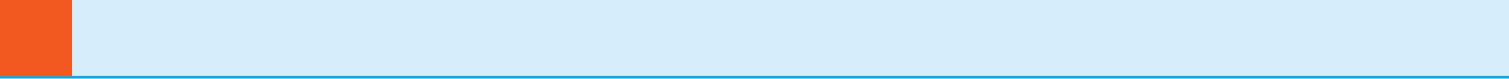
International relations 2005 (terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
D	H	10 108	12 487 808	1 235	17	174 086	214 940		41%	59%	
H	D	5 435	6 539 500	1 203	18	97 513	117 299		40%	60%	
D	HR	246	325 014	1 321	28	6 850	9 050		33%	67%	
D	I	251 693	197 388 782	784	29	7 291 486	5 597 254	17%	40%	25%	18%
I	D	244 098	168 996 374	692	23	5 692 696	3 744 459	19%	35%	28%	18%
D	N	1 311	1 482 077	1 130	27	35 249	39 848	19%	51%	30%	
N	D	812	908 708	1 119	16	13 010	14 560	14%	50%	36%	
D	NL	30 511	14 918 673	489	21	649 327	316 967		57%	43%	
NL	D	33 162	15 496 348	467	18	608 364	285 946		52%	48%	
D	P	215	528 485	2 464	27	5 762	14 197		60%	40%	
P	D	109	273 622	2 522	9	952	2 402		68%	32%	
D	PL	6 906	6 929 794	1 004	25	170 368	171 043		55%	45%	
PL	D	4 808	4 827 793	1 004	9	44 281	44 384		49%	51%	
D	S	6 696	6 823 628	1 019	25	169 506	172 750	4%	65%	31%	
S	D	4 284	4 557 165	1 064	17	74 618	79 385	4%	70%	26%	
D	SK	379	530 714	1 402	31	11 598	16 262		100%		
D	SLO	2 979	3 980 761	1 336	27	81 907	109 468		84%	16%	
SLO	D	3 191	3 191 000	1 000	9	28 719	28 719		100%		
DK	I	9 558	14 282 606	1 494	26	244 692	365 644	16%	79%	5%	
I	DK	9 556	14 152 546	1 481	24	231 396	342 846	16%	79%	5%	
DK	N	14	14 094	1 007	8	106	107		79%	21%	
DK	NL	241	205 786	854	7	1 805	1 541		81%	19%	
DK	S	305	45 055	148	12	3 518	520		91%	9%	
E	F	998	1 623 072	1 626	26	26 011	42 303		25%	75%	
F	E	598	940 864	1 575	23	13 479	21 221		25%	75%	
E	GB	10	17 800	1 780	29	293	522		25%	75%	
GB	E	36	59 400	1 650	10	347	572		25%	75%	
F	GB	1 372	1 145 398	835	15	20 999	17 531		25%	75%	
GB	F	168	137 755	820	21	3 583	2 938		25%	75%	
F	I	33 636	31 194 054	927	27	893 887	829 862	5%	21%	74%	
I	F	29 306	26 114 509	891	20	587 504	537 109	5%	20%	75%	
GB	I	149	186 250	1 250	29	4 280	5 351		25%	75%	
I	GB	223	283 210	1 270	27	6 082	7 724		25%	75%	
H	CZ	48	9 600	200	10	480	96		71%	29%	

International relations 2005

(terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
H	HR	135	74 250	550	17	2 295	1 262		80%	20%	
HR	H	258	160 877	623	14	3 669	2 288		100%		
H	I	1 151	734 410	638	6	7 254	4 737		59%	41%	
I	H	765	551 377	721	16	12 019	9 210		56%	44%	
H	PL	1	248	495	4	2	1		100%		
H	RO	1	205	410	4	2	1		100%		
H	SLO	5 070	3 306 186	652	24	122 518	79 221		64%		36%
SLO	H	5 459	4 094 250	750	21	114 059	85 544		63%	2%	35%
HR	A	26	6 500	250	4	116	29		50%	50%	
HR	F	3	5 136	1 712	16	48	82		100%		
HR	I	70	29 540	422	2	161	68		100%		
I	HR	1	136	272	4	2	1		100%		
HR	SK	12	7 508	626	12	144	90		100%		
SK	HR	9	6 075	675	14	123	83		100%		
HR	SLO	1 453	328 378	226	3	4 359	985		100%		
SLO	HR	1 321	462 350	350	16	21 136	7 398		100%		
I	E	270	453 600	1 680	27	7 224	12 137		25%	75%	
I	LU	172	132 585	771	19	3 345	2 539		72%	28%	
LU	I	824	383 404	466	29	23 636	11 004		86%	14%	
I	NL	35 220	39 876 805	1 132	21	756 169	856 407	9%	37%	54%	
NL	I	39 097	45 743 490	1 170	26	1 004 953	1 175 795	8%	45%	47%	
I	PL	68	102 804	1 512	20	1 387	2 122		25%	75%	
I	RO	70	80 850	1 155	30	2 117	2 445			100%	
RO	I	38	41 610	1 095	29	1 101	1 207			100%	
I	S	6 183	9 000 395	1 456	22	138 010	200 897	5%	93%	2%	
S	I	4 227	6 001 279	1 420	26	107 792	152 566	10%	85%	5%	
I	SK	5	7 529	1 673	17	76	127		33%	67%	
I	SLO	28	8 760	313	5	139	49		100%		
SLO	I	309	108 150	350	2	618	216		100%		
LU	E	5	5 031	1 118	17	77	86		11%	89%	
SLO	SK	76	53 200	700	5	380	266		100%		
SLO	YU	1 246	747 600	600	5	6 230	3 738		100%		
YU	SLO	1 173	703 800	600	13	15 249	9 149		100%		
TOTAL		1 551 380	1 235 280 052	796	24	37 281 834	28 871 219	9%	36%	38%	17%





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